Guidelines for keeping areas along road sides unoccupied

3971. SHRI RATNA BAHADRU RAI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that certain area along the sides of a Highways are required to be kept unoccupied; and

(b) if so, the details of such guidelines?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) A statement is annexed.

Statement

Guidelines for keeping areas along road sides unoccupied

The Ministry of Surface Transport has laid down certain guidelines for keeping areas along road sides unoccupied. According to these guidelines, in order to prevent overcrowding and preserve sufficient space for future road improvements, it would be desirable to laq down restrictions to regulate building activities along arterial highways. Within a prescribed distance from the highway, no building activity is to be allowed to be undertaken. This distance from road is defined by a hypothetical line called the "Building Line", Beyond this line buildings of a height exceeding 13 m above road level are not to be built for a further distance defined by what are called "Control Lines". The minimum desirable standard for "Building Lines" and "Control Lines" for National Highways is under:—

Plain and Rolling Terrain			Mountain and Steep Terrain			
Rural areas		Urban & Industrial areas	Distance between Bulding line and Roadline boundary			
			Rural areas		Urban areas	
Width between Buliding Lines (overall width) (metre)	Width between control lines (overall) width) (metre)	Distance between Buidling Lind and Roadland boundary (set back distance) (metre)	Normal (metre)	Exceptional (metre)	Normal (metre)	Exceptional (metre)
80	150	3-6	5	3	5	3

No structure of any kind, save the ones required for the development and operation of the highway or those for which the States have been authorised separately is permitted to be put on National Highway road land without the prior approval of the Ministry.

Widening of road in South Delhi

3972. SHRI G. Y. KRISHNAN: Will the Minister of SURFACE TRANSPORT be pleased to refer to the answer to Unstarred Question 2598 given in the Rajya Sabha on the 16th December, 1991 and state:

(a) whether it is a fact that the work of widening of the roads had not been completed by the 30th June, 1992 as stipulated;

(b) if so, the reasons therefor and the penal action proposed to be taken against the contractor and the authorities concerned; and

(c) whether it is a fact that mounds of earth dug up on the Shantiniketan side had been lying in front of the residential houses causing considerable health and environmental hazards and during the summer dust storms, and during the rainy season causing considerable inconvenience to the residents nearby?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): Constitutionally, this Ministry is responsible for development and maintenance of National Highways only. All roads/bridges other than National Highways are essentially the responsibility of the State Governments/Union Territories concerned. The road in question is a local road for which Delhi Administration is responsible. As per information received from them, the reply is as under:—

(a) and (b) Yes, Sir. The unavoidable delay in the completion of the work of widening of Road linking Rao Tula Marg with the Outer Ring Road in South Delhi which is now complete except for bituminous work was due to:—

(i) delay in removal of the intervening electric poles by D.E.S.U., resulting in restricted widening to avoid disturbance of these poles,

(ii) shortage of cement throughout the period of construction; and

(ii) shortage of stone grit as a sequel to Supreme Court's judgement relatng to stone crushers.

Due to above factors, no penal action has been proposed by Delhi Administration against the contractors/authorities.

(c) Excavation of earth and its disposal was a continuing process during construction period. However, due to limited space available because of built up colonies on either side of the road, certain inconvenience to residents was unavoidable.

प्रहलादगढ़ी में दिल्ली परिवहन न की बसों का न रुकना

3973. **श्री आनन्द प्रकाश गौतम** : क्या **जल भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि ए०एल० टी० सेंटर गाजियाबाद से शिवाजी स्टेडियम तक चलने वाली दिल्ली परिवहन निगम की बसें प्रहलादगढ़ी में नहीं रुकती है ;

(ख) क्या उस स्टाप पर दिल्ली परिवहन निगम की बसों के न रुकने का संभावित कारण उक्त मार्ग पर प्राइवेट बसों का चलना है ;

(ग) यदि हां, तो क्या सरकार उक्त बस स्टाप पर बसें रोके जाने के संबंध में कोई अनुदेश जारी करने का विचार रखती है ; और

(घ) क्या सरकार प्रहलादगढ़ी के निकट नव विकसित आवासीय कालोनी "वसुन्धरा" में एक बस स्टाप बनाने का भी विचार रखती है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) :

(क) जी, नहीं।

(ख) और (ग) प्रश्न नहीं उठता।

(घ) जी, नहीं।

DTC services in rural areas of Delhi

3974. SHRIMATI KAILASHPATI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Government have ignored the transport requirements of Rural Areas of Delhi with the result that the Revenue leakage has in-